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00MRA0030**IN THE SPECIFICATION:**

Please amend the paragraph beginning on page 6, line 22 as follows:

From Figures 1A-~~to~~, 1B and 1C, the three main components of a vehicle door in accordance with the invention can be gathered, namely a frame structure 10 (Figure 1A)[[.]] formed from oblong ~~profile bars~~ 10A, 10B, 10C and ~~to~~ 10D, an external view of an interior shell 12 or trim panel 12 (Figure 1B), ~~wherein the interior shell that~~ covers the lateral surface of the frame structure 10 visible in Figure 1A, ~~as well as~~ and an interior view of an exterior shell 14 (Figure 1C), wherein the exterior shell 14 covers the lateral surface opposite the lateral surface visible in Figure 1A. A horizontal cross section along the line ID-ID in the lower area of the door can be seen in Figure 1D (profile ~~bar~~ 10B being deleted for clarity reasons).

Please amend the paragraph beginning on page 7, line 1 as follows:

The frame structure 10, shown in Figure 1A, consists of a total of four profile ~~sections~~~~bars~~ 10A, 10B, 10C and ~~to~~ 10D[[.]] produced in an extrusion process, with the cross section visible in Figure 2. The main component is a U-shaped profile bar 10A, formed by bending, which has parallel[[.]] approximately vertically extending lateral extensions and an approximately horizontally extending base extension and wherein a groove 16A surrounding a window-regulator guide element 16, visible in Figure 2, opens toward the interior curvature of the U-shape. The profile ~~sections~~~~bars~~ 10B, 10C and ~~to~~ 10D, extending essentially diagonally, i.e., horizontally to diagonally, serve to reinforce the frame structure 10 formed in the core of the ~~U-shaped structural component~~~~profile bar~~ 10A. ~~They~~The profile bars 10B, 10C and 10D are connected with the U-shaped ~~red~~~~profile bar~~ 10A in a rigid angle manner, for example, by welding or by any other known method.

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Please amend the paragraph beginning on page 7, line 14 as follows:

As a whole, the frame structure 10 represents the structural components determining the strength and the rigidity of the vehicle door. Therefore, it is possible to make relatively small demands regarding material selection and the strength of the interior shell 12 and the exterior shell 14. With respect to rigidity, they basically need only meet the requirements of the main function, which is to close off ~~the~~an interior space 26 of the door in an especially sealing manner and they must satisfy the requirements regarding the resistance to deformation and fatigue durability with respect to typical lateral stresses from the interior side of the vehicle or the exterior side of the vehicle.

Please amend the paragraph beginning on page 7, line 24 and bridging to page 8 as follows:

While in the example according to Figures 1A to 2, the interior shell 12 already serves as an interior or trim panel of the vehicle door which, for example, is produced from a suitable non-metal, ~~the~~. The interior covering of the frame structure 10 may, for example, also consist of a deep-drawn, so-called interior metal plate whose strength suffices for accommodating heavier or more greatly stressed functional components, particularly to serve as a pre-fabricated support module for a multitude of functional components, wherein an additional interior or trim panel satisfies the visual expectations and those regarding the interior design. Naturally, such a support module, if a suitable material is selected, may also consist of a non-metal. On the other hand, it is possible to use the frame structure 10 in such a way[[],] that functional components, such as an airbag, speaker, outside mirror and the like, are connected to the frame structure 10 itself[[],] so that the interior shell 12 has more of a panel function than a support function. Other functional components, in particular the door hinges, are mounted as a rule only to the frame structure 10 in order to achieve an advantageous frictional connection.

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Please amend the paragraph beginning on page 8, line 10 as follows:

The exterior shell 14, which may consist of metal sheet, a synthetic material or other suitable exterior panel material, will accommodate as a rule no functional components or only those which are subjected to little mechanical stress. At the same time, it is possible, for example, to provide lateral impact protection as a component of the exterior shell 14 on the latter's inside instead of integrating it in the frame structure 10[[A]].

Please amend the paragraph beginning on page 8, line 17 as follows:

Such a vehicle door, while having a high degree of strength, may be manufactured having a comparatively light weight, particularly with a frame structure 10 of aluminum or another light metal or of carbon fibers or other very strong by light weight materials. The same oblong profiles profile bars, from which the frame structure 10 is formed, wherein also varying profile cross sections are possible for the individual frame structure components, may, depending on the layout, also form the exterior frame, i.e., the frame of the vehicle door which is fixed to the body of the automobile, particularly the support columns (A-, B- and/or C-column)[[.]] provided laterally with respect to the vehicle door or may form their supporting basic structure, thereby reducing the latitude of vehicle door components.

Please amend the paragraph beginning on page 8, line 29 and bridging to page 9 as follows:

The other aspect of the vehicle door, in accordance with Figures 1A to 2, is the integration of a window-regulator arrangement for a window pane 22 which can be raised and lowered into the frame structure 10. In the preferred embodiment according to Fig. Figure 2, an electrically driven version is used: the window-regulator drive motor 18 is supported by the approximately horizontal U-extension of the U-shaped structure profile bar 10A and is tightly connected with it, for example, by screws, and is possibly in part introduced into the profile bar 10A. Drive cables serving as pressure/traction elements 20 for the raising and lowering of the window pane 22 extend from the window-regulator drive motor 18 through the window-regulator guide elements 16[[.]] formed in the profile bar 10A, which may be adapted to the cross section of the drive cable.

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Please amend the paragraph beginning on page 9, line 10 as follows:

While Figure 1A provides only a single window-regulator guide element 16 in central arrangement, in the cross sectional variation according to Figure 2, two such window-regulator guide elements are provided[.]] so that the pressure/traction element 20 for each window side is guided along its entire length, respectively, and is kept in the profile bar 10A, - not only the section of the drive cable extending from the window-regulator drive motor 18 to the window pane 22, but also the drive cable section extending out of the respectively opposite motor side which, while the window pane 22 is lowered, is long and when the window is raised, is short to the point of having completely disappeared. These or other[.]] possible additional guide grooves may, as a replacement for Bowden wire tubes, also serve for other functional parts of the vehicle door.

Please amend the paragraph beginning on page 9, line 22 as follows:

Such a window-regulator arrangement integrates the function of the movement and the guidance of the window pane 22 in the frame structure 10, wherein the actual window pane 22 may be connected via coupling members 24 with the drive elements, especially with the pressure/traction element 20, as is indicated in Figure 1D. These and similar window-regulator arrangements can also be gathered from the subsequently described Figures 3 to 8.

Please amend the paragraph beginning on page 9, line 29 bridging to page 10 as follows:

Figure 3 to 5 present additional alternatives to Figures 1D and 2 for the profile cross section design of the U-shaped profile bar 10A of a frame structure 10 having the window-regulator guide elements 16. In the example according to Figure 4, an edge guide element 16B of the window pane 22 is already integrated in the profile bar 10A. For this reason, the window can also be guided directly by the profile bar 10A.

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Please amend the paragraph beginning on page 10, line 12 as follows:

In the embodiments according to Figures 3 and 5, it is possible to align the exterior surface of ~~at~~the window pane 22 with an exterior surface of the profile bar 10A, so that between the window pane 22 and the window-frame structure 10, steps can be avoided which are disruptive visually and/or with respect to air flow. In the example according to Figure 5, the window pane 22 has toward the interior side a large contact surface with respect to the profile bar 10A which, not expressly shown in the drawing, can be used as a sealing surface[[;]], for example, for accommodating a sealing profile. A visually very advantageous window coupling with a pressure/traction element 20 is achieved in this example by means of a coupling member 24 which grips from outside through a slotted area of the window-regulator guide element 16 into the profile bar 10A and there is connected with the pressure/traction element 20. An angular area of the coupling member 24, extending out of the window-regulator guide element 16 parallel to the window pane 22, makes possible its connection with the window[[;]], for example, by gluing. Such a coupling member 24 may be very short in the direction of movement, in particular, several such coupling members may be provided along the window-regulator guide element 16. Advantages with respect to stability, however, are also possibly brought about by an oblong coupling member 24, extending along the window-regulator guide element 16, which member is connected with the window pane 22 along a greater or even the entire length of the window-regulator guide element 16 of the window.

Please amend the paragraph beginning on page 11, line 1 as follows:

~~Coupling~~The coupling members 24 may be components of the window pane 22 and connected with the pressure/traction element 20, which will be connected with the window pane 22, or they may be separate components which are or will be connected with both the pressure/traction element 20 and the window pane 22.

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Please amend the paragraph beginning on page 11, line 7 as follows:

The characteristic feature of the example according to Figure 3, as compared with the preceding embodiments, consists in a different coupling member 24. This not only makes possible a drive connection between the pressure/traction element 20 and the window pane 22 in the direction of raising and lowering, but also in the lateral direction of the window pane 22. While in the example according to Figure 5, an aligned arrangement of the window pane 22 with respect to the window frame in the upper part of the window pane 22 is possible while the window edge, abutting against the interior space of the door, requires a sill protruding toward the exterior, it. It is possible according to the example for Figure 3 to realize a vehicle door in which the window pane 22 and the parts of the exterior panelshell 14 of the door adjacent sides with the window pane 22, and accordingly, in the area of the sill as well.

Please amend the paragraph beginning on page 11, line 21 as follows:

For this purpose, the window pane 22, in the example according to Figure 3, is moved laterally by swiveling of the coupling member 24, out of its thrust position, which is aligned with the exterior panel, and is subsequently lowered into the interior space 26 of the hollow door. The process is reversed during the raising and subsequent closing of the window pane 22. This aspect of the invention is – also independent of a U-shaped profile bar 10A – of independent significance.

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Please amend the paragraph beginning on page 11, line 29 bridging to page 12 as follows:

Figure 8 shows an additional embodiment of a window arrangement and window guide element of a vehicle door that is possible to realize on a window frame above the interior space of the door, i.e. above the door sill without sacrificing the quality of the window-regulator guide element 16, the seal and/or strength of the window pane 22. In the case of the example shown in Figure 8, the coupling members 24 and ~~eblong door~~the profile bar components 10A are formed so as to correspond to each other and form along a predetermined length, a good and also comparatively tight window guidance element. Actually, it suffices when the coupling member 24 is located entirely inside the interior of the door, also when the window pane 22 is closed, i.e. it does not extend into the glass area visible from the outside. However, it is also possible to arrange the coupling member 24 entirely or partially in the visible area of the window pane 22, i.e. when it is closed. Such a window pane 22 is particularly easy to install in the vehicle door from above. The coupling member 24 represents a reinforcement element of the window pane 22 and may be glued, for example, on the glass of the window pane 22 in a known way; for example, by means of polyurethane, or may be bonded with same by spraying along the edge of the window pane 22.

Please amend the paragraph beginning on page 12, line 16 as follows:

In the case of windows window panes 22 made of a deformable material, for example, polycarbonate or acrylic, the coupling member 24 may also be a one-piece component of the window. The profile of the coupling member 24 itself or a profile which has been altered in its cross section and which connects to the coupling member 24 may also surround the window pane 22 (in its closed position) along its lateral as well as upper edge in order to achieve an increase in strength. In the same way, it is possible to shape the coupling member 24 by means of a shaping process or the like; for example, an exterior groove 30, in such a way that it can accommodate a window seal and/or, in the closed state, grip into corresponding frame components of the vehicle body, thus giving to the window pane 22 special support while in the completely closed state, particularly in its upper area. This is advantageous not only during high speeds, but also possible as a protection against break-ins and for other reasons.

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Please amend the paragraph beginning on page 12, line 30 bridging to page 13 as follows:

Also, the embodiment according to Figure 8 makes it possible to mount the window pane 22 in such a way that, as viewed from the outside, it has a frameless appearance. As can be seen on the right in Figure 8, next to the vehicle door shown in section on the left, another vehicle door or a vehicle body area may abut against a fixed window pane 22, wherein the adjacent window panes 22 are aligned with each other, leaving only a small crack. For the containment support and possible movement of the window, similar structural components as with the vehicle door shown left in Figure 8, may be used.

Please amend the paragraph beginning on page 13, line 8 as follows:

It can be seen in Figure 6 that the means for moving the window pane 22,[[:]] in particular, drive cables, also in the form of Bowden wires, can extend at least in part outside the oblong profiles and/or may also be loosely placed inside the oblong profiles.

Please amend the paragraph beginning on page 13, line 13 as follows:

Figure 7 shows another vehicle door with a window-regulator arrangement of independent inventive significance, wherein typical Bowden controls (traction element 20A), which are guided around deflection rolls or guide pulleys (deflection elements 20B) for the purpose of operating windows and are moved by a conventional window-regulator drive motor 18, are provided. The traction elements 20A are connected to the window pane 22 by means of clamping devices or the like in a known manner. Here, a window-regulator arrangement of typical construction is involved. The characteristic feature in the embodiment according to Figure 7 consists in that the window-regulator guide elements 16 are completely omitted because parallel profile bars 10A, 10E guide the parallel window edges which are facing each other, wherein these profiles form structural components of the door, particularly a frame structure 10, as described in connection with the other examples.